

# THE CIMARRON NEWS AND PRESS

NOTE—The type used in this heading is from the old plant of the Cimarron News and Press and was used for a heading for the paper in the seventies.

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CIMARRON, NEW MEXICO, THURSDAY, MARCH 21, 1907

NO. 11

## TRAINMEN'S BALL WAS THE USUAL SUCCESS

From the Raton Range.

The annual Fireman's ball at Raton, the St. Patrick's day event, is the big social event for the railroad people and hundreds of other amusement lovers for more than a hundred miles in every direction. Hillside Lodge No. 295 invariably entertains the visitors to the city in a royal manner on this occasion, and the twelfth annual ball held on Monday night was the usual successful event.

The attendance was probably not as large as that of some of the dances in past years, but there was the same old swing, the cordial, jolly, fellow feeling which always characterizes these gatherings. The music was furnished by Miller's orchestra, of Raton, and was exceptionally good. The hall was tastefully decorated in patriotic colors commemorative of the day, and the insignia and emblems of the order of B. L. of F. and E. Berenger Hall is probably the largest dancing floor in the entire southwest, and the jolly crowd present taxed the capacity of the room.

The programs were printed in the form of a time table, superseding No. 11, dated Mar. 19, 1906, and contained so many numbers that Supt. Kurn had to take a hand in calling trainmen himself, for Tuesday morning business. In fact the occasion of the Annual Ball usually puts Santa Fe freight service out of business for a day out of every year, but the Santa Fe can afford it and the boys and their ladies deserve the pleasure it furnishes.

## FOLSOM NEWS NOTES

J. P. Odell is in Clayton as a juror this week.

Miss Clair Tabor is keeping books for J. P. Odell.

Mrs. Adamson's children are all sick with scarlet fever.

Mr. and Mrs. Levi Tabor are visiting in Raton this week.

Miss Mattie Drew and her brother and Miss Trail are visiting friends in Raton this week.

Mrs. Rook, Miss Lucy Creighton and D. B. Wenger were guests at S. I. Murray's Sunday.

Mr. Hill's wife and daughters are here and they will keep boarders in the Jarrell building.

Everette Young and family, of Iowa, brother of John Young, are here and are thinking of locating here.

It is reported that Tom Llewellyn, of Johnson Mesa, has bought the property of Mrs. Dan Young, north of town.

Miss Florence Morgan and her cousin, Miss Florence Young, spent several days visiting on the mesa this week.

Miss Grace Allen, one of our very popular school teachers, was the guest of Mrs. Murray from Tuesday until Thursday.

The wind blew the photograph tent down and he is putting up a good frame building and will be better prepared than ever to make good pictures.

J. P. Odell has moved his family out to the Mitchell ranch which he bought recently, and Mrs. Waldroup has rented his house in town and will keep boarders.

Mrs. Tom Williams, of Iowa, is here visiting her husband, who has been here for the past five years. She will move here to reside permanently as soon as her children have finished their education.

## Greatly Exaggerated.

From the Raton Range.

Ira Duckworth was in the city Monday and Tuesday on business. Mr. Duckworth states that reports concerning the attempted robbery at the home of Eugene Keep were greatly exaggerated. Mrs. Keep suffered from the rough handling and the blow she received, but has made a statement that she believed that the sole purpose of the marauder was robbery. She has recovered wholly from the incident.

## MOST WONDERFUL COAL RESOURCES IN THE WORLD BEING DEVELOPED IN VICINITY OF CIMARRON

**A St. Louis Post-Dispatch Story of the St. Louis, Rocky Mountain & Pacific Company's Vast Holdings—Untold Millions of Tons of Valuable Coal Surrounded by the Grandest Scenery in the World—The American Alps.**

St. Louis Post-Dispatch.

By the completion of the Swastika Railroad in Northern New Mexico this week four St. Louis men step into a position to become the real coal barons of the United States. The road was built by the St. Louis, Rocky Mountain & Pacific Railway Co., a subsidiary corporation of the St. Louis, Rocky Mountain & Pacific company which owns 522,000 acres of coal-producing lands—the largest coal area under one management in the world.

This coal district is three times the size of the great Frick coal and coke mines in Pennsylvania, and one and one-half times greater than the Pennsylvania anthracite region, and five times the size of the Connellsville basin, the greatest bituminous producing district in the world.

The principal owners of these coal mines, which embrace an area of 800 square miles, are Henry, Hugo and Max Koehler and Thomas B. Harlan, an attorney, of St. Louis. There has been invested in the mines and railroad properties an aggregate of \$14,500,000. While the development of the mineral and timber resources of the district has only started, the company is already paying expenses and more than the interest on the investment.

Within the course of a few years

the promoters of the properties expect that they will be supplying fuel to the entire Southwestern country. Already great quantities of coke are shipped from the mines to San Diego, Cal., for export through that gateway.

TO EXTEND THE ROAD.

The railroad which was built to tap the coal producing regions has its origin at Des Moines, a short distance west of the Oklahoma boundary line, where it makes connection with the Colorado & Southern and extends westward to Raton and Ute Park, a distance of 106 miles.

Plans are already under way to build the road to Taos, a distance of forty miles. The road will follow the world-famed Santa Fe trail through the Cimarron canon—the last pass through the Rocky mountains that will permit of the construction of a trans-continental railway. Years ago the chief engineer of the Santa Fe surveyed the route and proposed that the road should occupy this pass, but the plans were changed in order to get to Santa Fe in time to save the bonuses, and the engineer resigned his position rather than submit to the humiliation of having his pet scheme fail.

Four mines are already in operation at the towns of Koehler, Van Houten, Brilliant and Blossburg. At Koeh-

ler and Gardiner over 400 coke ovens have been installed and are in operation. The company not only owns the towns and railroads, but it has erected churches and hired preachers for its employees, built school houses and hired teachers for their children, and erected hospitals for the sick and injured.

"Our new railroad," said Thomas B. Harlan, vice president, to a Post-Dispatch reporter, "penetrates the heart of one of the most wonderful and romantic sections of the country, connecting, I might say, the oldest and newest civilizations on the continent. This is the country that Coronado explored in 1542 and we find the Pueblo Indians there today exactly as he described them nearly four centuries ago."

"It is not generally known that this part of the country is a section of what was once the Kingdom of New Spain—the only kingdom ever established in the present territory of the United States. I do not believe that the Spaniards went so far as to crown a king and set him up as the ruler of the province, which embraced the whole of New Mexico and parts of Texas and Arizona, but that was evidently their intention."

DEVELOPING THE MINES.

"The company is pushing the de-

velopment of the mines and in the course of a few years its properties will be the greatest coal producers in the United States, if not in the world. It would be impossible to estimate the amount of coal contained in the company's possessions. The coal is taken out by what is known as drift mining. We dig right into the side of the mountain on the veins of coal. This is the cheapest of all known methods of mining.

"In the same section of the country there are great quantities of gold, silver, iron and copper, and vast timber resources. The work of developing the properties began several years ago and it was found necessary to build the railroad to get an outlet for the product of the mines. Already 300 freight cars, six passenger cars and eight locomotives are in operation on the system."

"This is one of the most remarkable regions from a scenic point of view in America. The Cimarron canon is one of the grandest in the world. It lacks the rugged and forbidding appearance of the canons of Colorado, but reminds the traveler of the Alpine scenery. Our road circles the base of Mount Capulin, at the summit of which is one of the most perfect volcanic craters in America. Mount Cap-

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## DENVER FREIGHT SERVICE FOR RATON

The St. Louis, Rocky Mountain & Pacific Railway announce that arrangements have been completed, effective March 19th, whereby local freight from Denver will be loaded in a solid Raton car, on Monday, Thursday and Saturday of each week. This arrangement will expedite the movement of small freight shipments to Raton, as it will eliminate the necessity of transfer en route. Shipments for other points beyond Raton, such as Koehler, Cimarron, Ute Park, etc., will for the time being, be loaded in the Raton car and will necessitate but one transfer between Denver and destination. Inasmuch as much of the delay to freight is caused by transferring same at junction points, the above arrangements will be of decided advantage to Raton merchants and other consignees, as the scheduled time of this car from Denver to Raton is thirty-five hours. An added advantage secured to shippers by this arrangement, is the fact that shortages now common in freight shipment, will be eliminated, all shipments will come through in solid cars. This advantage will be recognized by shippers.

## FAIRBANKS FOR 1908

Mr. Fairbanks' presidential boom is quietly but actively afloat, and is the subject of growing comment. Everybody knows that Mr. Fairbanks is in the field, and not in a merely "receptive" and mildly deprecatory way, as some gentlemen in reality quite as industrious as Mr. Fairbanks affect to be.

But there is a mistaken notion that Mr. Fairbanks is busier than any other candidate stringing wires and laying plans against the campaign of 1908; and on that assumption it is argued that those men who in the past have pursued the presidential prize most actively have failed to reach it.

That is a superficial observation based, not on any principle of logic, but on a few striking instances supporting it. But there are instances the other way; and the Washington Star, which believes that the dignified and substantial vice president's position and abilities warrant the quotation of his stock high up in the list, cites a few of them:

Jackson reached the goal after one terrible disappointment and some very protracted and strenuous campaigning. Buchanan was a standing candidate for years and sought and obtained the English mission with the view of advancing his presidential prospects. Between 1889 and 1892 Mr. Cleveland played openly for his third nomination and won both it and the election. General Harrison's lightning rod was up some years before 1888, when the lightning struck it, and Mr. McKinley from the time he left congress in 1891 until 1896 was as good as an avowed candidate for the White House.

Mr. Fairbanks' honorable ambition to reach the highest honor of American citizenship will undoubtedly move him to avail himself of every proper and dignified means to further his prospects. He is a strong, safe man of the substantial and conservative sort the people of this country have generally preferred and will return to sooner or later when the passing bent for radical experiment and innovations, bred of a now largely complied need of a program of strenuous reforms, is over.

Whether the change in the popular mood will come in time to make Mr. Fairbanks as available as he is safe, sane, clean and moderate, is a question. There can be no question that a restored preference for candidates of the McKinley and Fairbanks type would make for general confidence and the continuance of prosperity.—Milwaukee Sentinel.

## Looking for Something Good.

Charles Colter was looking over some ranch properties near Springer last Sunday. Mr. Colter says, he is looking for something desirable to farm this spring.

## DEPUTY SHERIFF MAGUIRE FATALLY WOUNDS MEXICAN IN SELF DEFENSE

A bunch of about twenty Mexicans mapped out a lot of trouble for themselves Saturday night and Sunday over at Koehler, by trying to shoot up Bud Maguire, deputy sheriff at that place. Early in the evening a party went after the deputy, but were repulsed without any trouble, and left threatening later vengeance. Late at night the gang returned and opened

fire on Maguire. He stood off the entire crowd for some time, and finally began shooting at them in self defense. One of the shots, a charge from a shot gun, struck Tito Gomez, one of the Mexicans, in the abdomen, fatally wounding him. The crowd then dispersed, but Mr. Maguire with some assistance succeeded in arresting six of the gang and took them to Raton Sunday.

## News Notes From Red River Prospector

M. R. Oldham returned from Eliza bethtown last week where he has been mining the past few months.

J. O. Gill, of Cerro, was up from his ranch last week making arrangements to resume mining in the near future.

E. S. Myers, the forest reserve ranger for this section, was at Questa, a few days ago and made arrangements to go to that point in two or three weeks.

For a week or more two men from Boston have been at Cerro, prospecting the mountains adjacent to that place looking for an old lost Spanish mine which the romancer claims was rich beyond calculation.

J. W. Reilly, of the Bartlett mining property near the mouth of the Columbine river, left last Saturday for Kansas City, Missouri, to consult with parties of the company that are backing him, in regard to the future development of the Bartlett. Mr. Reilly was showing us some fine ore taken from that property.

Mr. P. G. Burns and children left Tuesday for Pueblo, Colorado, where they expect to spend the summer. Mrs. Burns' health has been very poor and she is seeking a lower altitude.

Mr. Burns went as far as Fort Garland, Colorado, with them. All hope Mrs. Burns will regain her health.

Born: In Tacoma, Washington, March 2, 1907, to Mr. and Mrs. John F. Young, a daughter and first child. John tried to keep it a secret from his Red River friends, but such good luck will come to the front sooner or later.

Sam Bond, assayer and promoter, of Elizabethtown, was in camp a few days this week with a Mr. Pand-ster, a mining expert of Butte, Montana. They were here to examine a number of properties and took a number of samples with them to test.

Donaciana Graham, sheriff of this county, was in Red River last Saturday and served two or three papers on parties for failure to pay their taxes. From all reports that the Prospector can gain, Mr. Graham is making a fine officer. J. E. Young, of Questa, was with him.

W. D. Cannon and Joe Phipps, Jr., ate down the river helping survey the line for a ditch which a party or parties are claiming. They are going to take the water from Red River and build a ditch around the foothills for the purpose of irrigating the land around Cerro.

## Raton News Notes.

Miss Katharine Peden has resigned her position with Cohn Bros. and has moved to Koehler to live with her parents.

D. B. Cole, who has been employed at Cimarron by the Townsite company has accepted a position with the St. Louis, Rocky Mountain & Pacific in the auditor's department.

Vernon Burch, son of E. N. Burch, who has been visiting in Adams and Harrison counties, Iowa, has returned to his home and will spend the summer on Johnson mesa looking after his father's interests.

Mr. Hugo Seaberg will soon announce the opening of the addition to his hotel, the construction of which is practically completed. The equipment for the hotel has commenced to arrive in Raton and the work of installing it is under way. The formal announcement of the opening is expected at an earlier date than was thought possible when the work of equipping the hotel was begun—this because of the remarkable time made by the first car of furniture from Chicago, which came through in seven days via the Rock Island system, C. & S. railway and the St. Louis, Rocky Mountain & Pacific Railway.

## Property on Iron Mountain of Elizabethtown Changes Hands

The purchase of the property on Iron Mountain, owned by Miss Mary Lynch, Joseph Lowery, Mike Reigen and Thomas Bird, by parties connected with and backing the St. Louis, Rocky Mountain & Pacific railroad means more than the casual observer may think. The property is situated on one of the best iron mountains in the West.

The mountain is situated near Elizabethtown and the purchase of this property means that the railroad will soon be extended to that point. The mountain has enough iron ore that would pay to ship, to keep one railroad busy freighting it for the next twenty years.—Red River Prospector.